Aerocat History

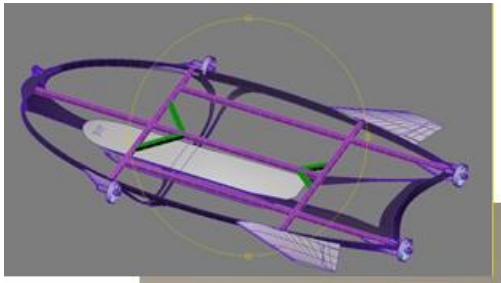
In 2002 and 2003 Aerovehicles Inc. attended the PACCOM conferences in Anchorage, AK. We spoke with tribal chiefs, the Alaska state government and transportation and mining companies. When we asked about investment or purchase orders the same four requirements were mentioned by all. These requirements, listed here, have now been achieved.

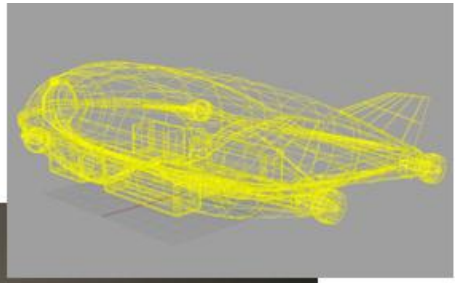
1. **A piloted prototype to demonstrate the functionality of the lifting body and air cushion landing system,**
2. **Partners or alliances to share and reduce risk,**
3. **An aircraft design capable of operations in the artic climates, and**
4. **Facilities and infrastructure capable of producing the aircraft.**

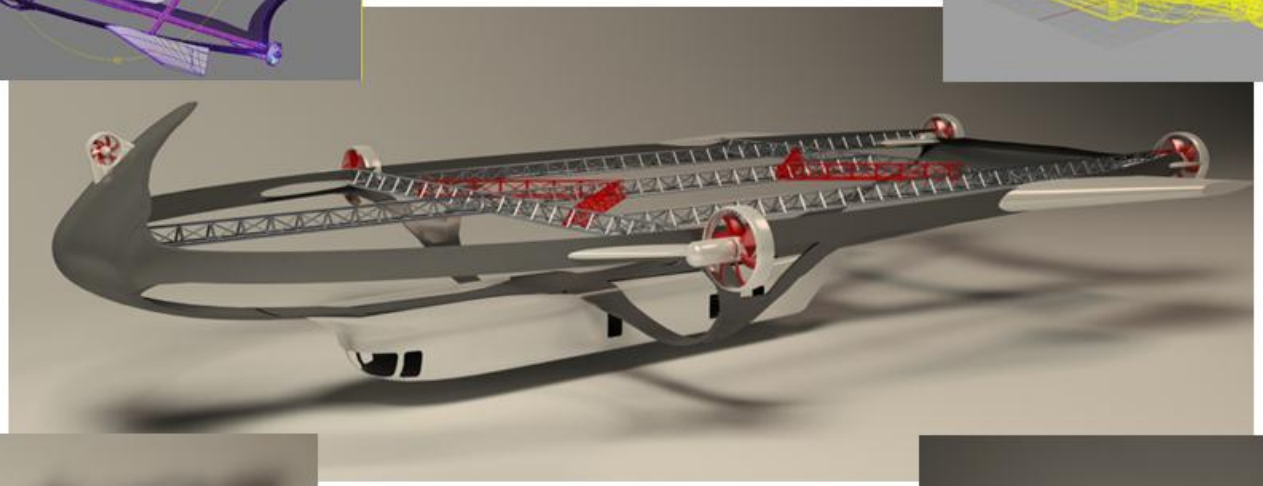
Aerocat Shared Risk

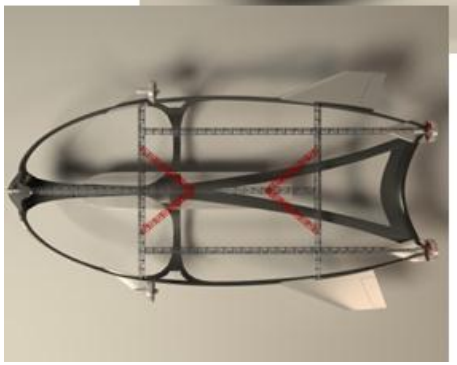
SUPPLIER	SYSTEM	STATUS
Motive Industries (composites)	Semi-rigid Structure	Letters of Intent or Agreement Received
	Tail Surfaces	
	Payload Module	
Air Vehicles	Aircushion Landing System	
Air Vehicles / Motive Industries	Vector Propulsion Ducts	
Province of San Luis	Infrastructure	
AeroPac S.A.	Fuel System - Plumbing	
	Tooling and Equipment	
TCOM	Hull (Envelope)	Agreed to discuss terms after preliminary design is complete
Rovella-Carranza	Facilities	After initial contact; all parties are interested in becoming part of the Aerocat project
General Electric	Combustion / Electric Engines	
	Propellers	
	Electrical - Generation	
	Internal Environ. - Air Conditioning	
MOOG Industries	Flight Control System	
Elbit Kollsman Systems	EVS (Enhanced Visual System)	
Garmin	Flight Deck Avionics	
DNA / FAA	Certification (Airworthiness and Production)	Aerocat will be certified IAW the joint certification agreement between Argentina (DNA) and the US (FAA)

Aerocat Semi-Rigid Design









Aerocat Production Infrastructure

Aerocat Shared Risk

The Aerocat project is real and Aerovehicles is ready to start production filling a void in commercial transportation.